

FOR GOOD ROADS.

Address of T. M. Garvin at the
Recent Farmers' Institute.

HE WOULD EMPLOY CONVICTS

In Making Good Roads All Over the
State—His Talk Listened to with Interest
by All And Received with Very General
Approval—The Value of Good Roads to
All Classes, and Especially to Farmers.

The following is a synopsis of an address delivered by T. M. Garvin, on the subject of "Laws Affecting the Farmer," at the Farmers' Institute, which just closed at Elm Grove, in which he recommends the use of convict labor in the making of roads where it will not come in competition with other labor in the country or city. His remarks were well received and approved by all those who took part in the discussion which followed. Among other things he said:

No one really interested in the progress and welfare of his country or local community could fail to be interested in good roads. The numerous reasons for good roads are too apparent and familiar to every one to need particular explanation here. But a few reasons claim our attention in this discussion. To the farmer the matter of good roads is of vital interest, with him easy access to the best market is of the greatest importance.

Many times to avoid traveling to market over bad roads the farmer will choose to take a horse and plow less for his product to pay a good profit to some one else who will buy it and take it to market. This, of course, is so much loss to the farmer, and when he does go to market himself he must contend with the double disadvantage of taking a small load, which is a loss, and the exposure of his team to excessive and even cruel tax.

A prominent man said in a recent address: "That actual tests show that the same horse power or force that draws one ton on a muddy country road can draw four tons on a well built Macadam road. This economy of strength, if changed into money value and applied to the way freight of the New York Central railroad, would stand for a saving of about \$9,000,000. Nor have the farmers been slow to see their need in this respect."

Discussions at farmers' institutes have helped to awaken a new interest in this subject. In some of the states of the Union, especially in Massachusetts, New Jersey and New York, there has been a great deal of activity in this matter and they have set excellent examples to their sister states.

The members of the League of American Wheelmen have also vigorously agitated this subject. This organization has done more to encourage the making of good roads and contributed more to attain the consummation of the same than any other class of men, except the farmers themselves. Their suggestions should be treated with great consideration because the league is composed of intelligent and energetic men.

Mainly through these two classes of men, the farmers and wheelmen, quite a popular sentiment has arisen in nearly all of the older states concerning this subject. But the chief difficulty in the way of securing the end sought is the inaccessibility of funds to defray the expense. Many methods have been advocated for raising the necessary means for this purpose. All of the methods that have come to my attention would require an additional tax on the farmers, who are already too heavily burdened in this respect.

I desire to advocate amending the present law so that it would unquestionably benefit all farmers, manufacturers, merchants and laboring men of every class, the grading of old and the making of new roads by convict labor in such a manner that it would not in any way come in competition with the interest of any other labor, whether at present employed in that capacity or otherwise.

What to do with our convicts is a serious problem that now confronts us and which must be solved in the not far distant future. Our prison labor is brought into competition with our manufacturers and workmen and under the obnoxious contract system contractors of prison labor become millionaires at the expense of our competing free labor. Our manufacturers cannot pay from two to three dollars per day for labor and compete with contractors of prison labor who only pay from twenty-five to fifty cents per day for the same service.

We have a law at present permitting any county to work convicts on the public roads free from hire, so long as it does not interfere with contracts previously made, provided, that when said convicts are furnished to a county to work on public roads, the expense of guarding, boarding and medical attendance upon said convicts shall be paid by such county, as well as the salary of the guards. It also provides for contracting with the highest bidder for the use of convict labor, which is usually but a little, if any, above the expense of their keeping.

My objection to this law is that it permits the use of prison labor by contractors upon almost the same basis that it proposes their services to the county. Any one can see the injustice of this plan. Contractors are usually corporations whose work or business is intended first of all to bring returns to the company itself. While the state or county builds its own roads with its prisoners, without any plan to get returns for the money thus spent. The prisoners belong to the state and are maintained at the expense of the people. The building of the roads is also a business of the people.

Contractors of prison labor could furnish employment for deserving people who are wholly, or in part, dependent upon such for their living. Now, it is unjust to bring cheap convict labor into competition with the labor of our worthy citizens. The only advantage which accrues to the company employing the labor, while it is a great disadvantage to those who should have it. Now, as already noted, the chief difficulty in the way of building better roads is the lack of funds, and to do this would impose heavy burdens upon the farmers who are already too heavily taxed. Why not, therefore, take the prisoners, who are the servants of the state and maintained at the people's expense and build new roads and grade old ones which we are not able to build or improve for the want of means.

I advocate the amending of this law so that it will permit the use of convict labor to do this work without expense to the county.

The number allowed any one county could be apportioned in accordance with the amount of taxes paid by such county, or where most needed. The county commissioners should have full control of all of the expenses of the guards, directing where and how such work shall be performed under the immediate supervision of the road supervisors of their respective districts. The maintenance of the prisoners, such as the salary of the guards, clothing and board, should be paid out of the state treasury, as at present. Such expense is paid by the state while they are in prison, and there is no reason why this should be imposed on the county using such labor, as it would result in more of a benefit to the state than by its present employment. Besides, to require this expense to be borne by the counties, as at present, would necessarily increase taxation and defeat the object sought to be attained.

I would further recommend an amendment to the law prohibiting the employment of convict labor by corporations, etc.

This would remove the objection to the employment of convict labor which is brought into competition with the

workmen of our manufacturing cities. Our labor organizations have urged the enactment of such a law, and in all justice to them and their cause this request should receive favorable consideration by our law making bodies. The farmers should co-operate with them in all such demands. All should know that the larger the wages our laboring classes receive the better it is for the farmer, merchant and manufacturer. Our workmen in the cities are good, reliable and liberal citizens, on whom the farmer is more dependent for the sale of his products than any other class of people, as they always pay good prices and buy liberally, when receiving good compensation for their services. The higher the wages they receive the better prices the farmer and merchant will receive for their products and goods, and the more money they have the better it is for the farmer, manufacturer and merchant employing such labor, as there would be greater demand for the sale of their products.

My critics will ask what shall be done with the convicts if we were to prohibit hiring them out to contractors. I will say in anticipation to such criticisms, that I have already answered that question by recommending its free use in making roads and state improvements.

I again wish to impress upon the minds of my hearers that I do not suggest or advocate any changes in our present road system that would in any way increase taxation of the laborer. To adopt any plan would increase rather than diminish employment at present provided our worthy citizens who are now thus engaged.

I know this plan is practicable and can be used to advantage and profit to our farmers, workmen, manufacturers, the county and the state.



YESTERDAY'S DEPARTURES.
Pittsburgh...H. K. BEDFORD, 8 a. m.
Parkersburg...LIBERTY, 11 a. m.
Matamoras...LEXINGTON, 11 a. m.
Cincinnati...VIRGINIA, 2 p. m.
Clarineton...JEWELL, 2:30 p. m.

BOATS LEAVING TO-DAY.
Charleston...RUTH, 6 a. m.
Pittsburgh...BEN HUR, 8 a. m.
Pittsburgh...LORENA, midnight.
Cincinnati...JEWELL, 2:30 p. m.

BOATS LEAVING TO-MORROW.
Pittsburgh...KEYSTONE STATE, 8 a. m.
Pittsburgh...H. K. BEDFORD, 8 a. m.
Parkersburg...LIBERTY, 11 a. m.
Matamoras...LEXINGTON, 11 a. m.
Clarineton...JEWELL, 2:30 p. m.

Along the landing.
The Keystone State will be here tomorrow morning for Pittsburgh.

The Ben Hur has had a new and improved electric dynamo engine placed on board. It is of an improved pattern.

The Liberty and Lexington both had good trips yesterday. Liberty had a large consignment of furniture for House & Herrmann's new store at Sistersville.

The marks at 6 p. m. showed 11 feet 9 inches and slowly falling. The top-notch of the rise was reached at noon, when 12 feet was shown on the marks. Weather, cool and clear. Ice thinning out.

The Henry De Bus passed down yesterday with a tow of three barges of railroad iron for the south. She left her tow below the Belleaire bridge and went up the river again for the balance.

The Virginia for Cincinnati was delayed by heavy freight offerings above Wheeling, not leaving East Liverpool until 7 a. m. At the Laughlin mill she took on 700 kegs of nails and 300 at the Belmont mill. She got away for below at 2 p. m.

The Coal Fleet Passing.
The Pittsburgh coal fleet is now passing Wheeling. The flagship of the fleet was the Dick Fulton, which passed here at 1 p. m. However, she had an advantage over the other boats, as she has been laid up at New Cumberland some time with a tow of coal that she was unable to take out on the last rise.

The new James Moren and the John Moren were close up to the Fulton. The fleet passed in this order: Dick Fulton, James Moren, John Moren and Hornet No. 1, 1 p. m.; Enterprise, George Strass and Raymond Horner, 2 p. m.; Josh Cook, B. D. Wood and Samuel Clark, 3 p. m.; Fred Wilson and Ed Roberts, 4 p. m.

Among the tows that passed yesterday were two unusually large ones, one of which was about the largest ever handled in this part of the river. The Fred Wilson, at 4 p. m. had twenty-two pieces, including seventeen barges and five flats, aggregating 235,000 bushels of coal. This immense tow sinks into insignificance compared with that which the Raymond Horner made up below Belleaire, where she received the coal brought down by the George Shiras. Her tow was made up of twelve coal boats, each carrying 25,000 bushels, five barges of 15,000 bushels each and five flats of 3,500 bushels each, aggregating 332,000 bushels. Captain William Prince says this is the biggest tow that ever passed Wheeling.

Speaking of big tows, the Joseph B. Williams, the largest towboat on western waters, will soon take a tow of coal from Louisville to New Orleans that will break the record for water transportation. She is to take a tow of fifty coal boats with coal aggregating 1,250,000 bushels. Here is an interesting comparison: The Williams' tow would make a 2,500 car load, which could be handled in less than fifty or sixty trains.

Yesterday the towboat, J. C. Risher, owned by S. S. Crump & Company, of Pittsburgh, sunk two coal boats and stuck two barges against the bank at Merriman, the scene of so many recent river disasters. The Risher was on her way to Louisville with a tow of five pieces and was being assisted by the towboat Acorn. The accident is said to have been caused by the breaking of a tiller rope. Only one barge was saved, but it is possible that those that are stuck may be floated or refloated. The stuck barges contained 50,000 bushels of coal. By reason of their trail construction it is hardly probable that they can be raised. The position of the wreck is such that the channel is not blocked and the Acorn proceeded toward Louisville with her tow.

River Telegrams.
WARREN—River 2 feet 2 inches. Clear and cold.

OIL CITY—River 3 feet 8 inches and falling. Clear and cold.

MORGANTOWN—River 5 feet. Clear and cold.

GREENSBORO—River 8 feet 5 inches and falling. Clear.

PITTSBURGH—River 8.5 feet and falling at the dam. Weather, clear and cold. There is yet an excellent large stage of water, but the coal operators, not wishing to have further losses, did not venture to send out many coalboats. The following boats have departed with tows: Sam Clark, seven barges, five coalboats, four flats; Belle McGowan, four barges, one flat; Princess, two flats; Clipper, four barges; Henry Dellus, three model barges of iron; Raymond Horner, five barges, seven coalboats, two flats; Little Fred, five barges, one coalboat, one flat; W. D. Wood, five barges, one flat; I. N. Bunton, five barges, one flat; Tornado, five barges, J. C. Risher, seven barges; Acorn, five barges; John Moren, six barges; Josh Cook, seven barges; Charles Brown, ten barges, two flats; Mariner, twelve barges; Jim Brown, five barges; Charles Brown, five barges. This makes a shipment of 147 barges, sixteen coalboats and thirty flats, a total shipment of 2,562,000

bushels. The total run on the present rise amounts to 2,887,000 bushels. The towboats Onward, Clipper and Adelle arrived with empties. The ice which is running out of the Allegheny, is very frail and will not cause the boats any further trouble. Departed—Ruth, Charleston.

STUEBENVILLE—River 10 feet 7 inches and falling. Clear and cold. Down—John Moren, Jim Mosen, Hornet, Enterprise, Josh Cook, Sam Clark, Virginia, B. D. Wood, Advance, Fred Wilson, Ed Roberts, I. N. Bunton, Tornado, Dick Fulton, Valiant, Mariner, Cruiser, Jim Brown, Charley Brown, Hawk, Up—H. K. Bedford, Cruiser.

STUART TO THE FRONT.

The Nervy Texan Says He is Prepared to Bring Corbett and Fitz Together.

DALLAS, Texas, March 3.—Dan A. Stuart departed for New York to try to arrange a fight between Bob Fitzsimmons and James J. Corbett, for the world's championship of pugilism. It is stated in local sporting circles, by persons close in the confidence of Mr. Stuart, that he has assurance from Fitzsimmons, Julian and their financial backers, that Fitzsimmons has pledged his word to fight Corbett on any terms that Stuart can make. Stuart is prepared to offer more money for a finish fight between Corbett and Fitzsimmons than any club in the world will offer for a limited round contest.

Gorton's Minstrels Coming.

A man well known to every dealer in and player of brass band music in the civilized world will be in this city shortly. He is Professor Joseph Gorton, the noted composer and sole proprietor of Gorton's New Orleans Minstrels, now in its twenty-ninth consecutive year. Mr. Gorton will personally direct the Open Air and Brass Band to be given here at noon on Thursday. The company will appear at the Grand Thursday night.

The Tobacco War.

CHICAGO, March 3.—An opening gun, expected to participate war in the tobacco trade, has been fired by one of the leading anti-trust concerns. Every tobacco jobber in the country which, in Chicago, includes the wholesale grocery houses, has been advised by mail of a cut of 3 cents per pound in the price of one of the many brands of plug tobacco. The cut was made in such a way that it is plainly the design to undermine the price of the trust's cigarettes or to supply them with anti-trust goods of a similar sort.

Murphy Wouldn't be Worked.

BABYLON, L. I., March 3.—Edgar G. Murphy, of the Larchmont Yacht Club, defeated George Work, of the Carter Gun Club to-day in the big pigeon shooting match on the grounds of the Westminster Kennel Club. The conditions of the match were 300 birds each, thirty yards rise and fifty yards boundary. Murphy killed 152 and Work 150. The match was for \$1,000 a side and a silver trophy.

The Pope's Anniversary.

ROME, March 3.—The pope was present to-day at the papal court in the Sistine chapel, this being the anniversary of his coronation. The scene was brilliant and impressive. An immense crowd of nobilities were present. His holiness was in excellent health.

SALVATION OIL gives perfect satisfaction for horses with cracked heels. C. W. Lee, 414 West Baltimore street, Baltimore, Md.

Not to be Trifled With.

From Cincinnati Gazette: Will people never learn that a "cold" is an accident to be dreaded, and when it occurs treatment should be promptly applied? There is no knowing where the trouble will end; and while complete recovery is the rule, the exceptions are terribly frequent, and thousands upon thousands of fatal illnesses occur every year ushered in by a little injudicious exposure and seemingly trifling symptoms. Beyond this, there are to-day countless invalids who can trace their complaints to "colds," which at the time of occurrence gave no concern, and were therefore neglected. When troubled with a cold use Chamberlain's Cough Remedy. It is prompt and effectual. 25 and 50 cent bottles for sale by druggists.

DON'T invite disappointment by experimenting. Depend upon One Minute Cough Cure and you have immediate relief. It cures croup. The only harmless remedy that produces immediate results. Logan & Co., Wheeling, W. Va.; B. F. Peabody, Benwood, and Bowie & Co., Bridgeport, O.

Sour

Stomach, sometimes called waterbrash, and burning pain, distress, nausea, dyspepsia, are cured by Hood's Sarsaparilla. This it accomplishes because with its wonderful power as a blood purifier, Hood's Sarsaparilla gently tones and strengthens the stomach and digestive organs, invigorates the liver, creates an appetite, gives refreshing sleep, and raises the health tone. In cases of dyspepsia and indigestion it seems to have "a magic touch."

"For over 12 years I suffered from sour

Stomach

with severe pains across my shoulders, and great distress. I had violent nausea which would leave me very weak and faint, difficult to get my breath. These spells came oftener and more severe. I did not receive any lasting benefit from physicians, but found such happy effects from a trial of Hood's Sarsaparilla, that I took several bottles and mean to always keep it in the house. I am now able to do all my own work, which for six years I have been unable to do. My husband and son have also been greatly benefited by Hood's Sarsaparilla—for pains in the back, and after the grip. I gladly recommend this grand blood medicine."

Mrs. PETER BURBY, Loomister, Mass.

Hood's Sarsaparilla
Is the One True Blood Purifier. All druggists, \$1. cure all Liver Ills and cure all Headaches. 25 cents.

Hood's Pills cure all Liver Ills and cure all Headaches. 25 cents.

WATCHES—JOHN BECKER & CO.

Combination IN THE—

JEWELRY BUSINESS.

We have combined all our efforts this season, not for the purpose of obtaining better prices, but to show one of the finest assortments of DIAMONDS, WATCHES and FINE JEWELRY the markets produce.

We will continue to sell at the very low price for which we are noted.

JOHN BECKER & CO.,

JEWELERS AND OPTICIANS,

3527 JACOB STREET.

N. B.—Special care in fitting lenses.

LAST SEASON'S Brussels Carpets! AT REDUCED PRICES.

In order to make room for our New Spring Stock we have placed on sale Brussels Carpets we carried over from last season. Thousands of yards of excellent Carpets from which to select. Perhaps the patterns and colorings of last seasons Carpets will suit you just as well as the new ones. Come and see.

Bigelow, Lowell, Hartford and all Best Grade Body Brussels, regular price \$1.30, reduced to .95c
Roxbury, Sinson's, Smith's and all Best Grade Tapestry Brussels, regular price 90c, reduced to 60c
Carpets selected now will be sewed and stored until wanted. If possible, bring size of your room or hall.

WHITE IRON BEDS,
— — \$4.65.
— ANY SIZE.

G. Mendel & Co.
FURNITURE, ETC.—WHITE, HANDLEY & FOSTER.

WHY PAY CASH?
— FOR —

Furniture, Carpets, Etc.,
When you can buy just as cheap on the EASY PAYMENT PLAN. Your money is worth as much to you as anyone else. Our stock is complete in HOUSE-FURNISHINGS.

CASH OR CREDIT.
White, Handley & Foster,
2245-47-49 MARKET STREET,
WEST SIDE LOWER MARKET HOUSE.

UNDERTAKING AND EMBALMING.

FURNITURE, CARPETS, ETC.

THERE NEVER WAS A BETTER TIME TO BUY . . .

FURNITURE AND CARPETS

Than now. Don't wait for the spring rush and pay higher prices. Remember our loss is your gain. Goods positively sold at cost for cash.

J. K. HALL,
Assignee of ALEX. FREW, 1117 Main Street.

J. S. RHODES & CO.

COMMISSIONER'S SALE.

Of a house and lot on the west side of Ohio county, W. Va., offer for sale at public auction the north half of lot No. 162, situate on the west side of Chapline street, between Twenty-third and Twenty-fourth streets, lately the residence of Philip Scheehle, deceased. The house number of said property being No. 225 Chapline street, Wheeling, W. Va.

TERMS OF SALE.—One-third cash, and the balance of the purchase money in one and two years with interest, the purchaser giving for the deferred installments of purchase money his notes with good security, bearing interest from date, and the title to be retained until the purchase money is all paid; but the purchaser, if he so elect, may pay the whole purchase money in cash.

LOUIS L. SCHEEHLE, Special Commissioner.
I, John W. Mitchell, clerk of the circuit court of Ohio county, W. Va., do hereby certify that bond and security have been given by the said commissioner, as required by law, to wit: JOHN W. MITCHELL, Clerk.

PHOTOGRAPHY.
SPECIAL NOTICE.
All tickets issued by HIGGINS' GALLERY will be accepted at their face value for Cabinet Photographs, one on each dozen, until April 1st.

MYLES' ART STUDIO.
Photographs. Portraits in Pastel, Oil, Crayon, Water and Ink.
2154 MAIN STREET.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT—TWO-STORY BRICK
residence, No. 112 Fourteenth street. Has 8 rooms, finished attic, bath room, basement laundry, hot and cold water, both gases. Enquire at NESBITT & DEVINE, 1212 Market street.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT—BEST OFFICE ROOM IN
the city, large and plenty of light; centrally located in best advertised building in the city. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT—HOUSE NO. 128 VIR-
GINIA street, six rooms, with a hall; rent furnished at \$20, or unfurnished at \$15 per month.

FOR RENT OR FOR SALE—FIVE-
roomed frame house No. 112 South Broadway. Reasonable figure. Enquire of WALTER MARSHALL.

FOR RENT, APRIL 1, 1896, NO. 1494
Main street, three-story brick warehouse. Inquire of HARRY J. FINK & BRO., 1212 Market street.

FOR RENT—TWO-STORY BRICK
residence, No. 112 Fourteenth street. Has 8 rooms, finished attic, bath room, basement laundry, hot and cold water, both gases. Enquire at NESBITT & DEVINE, 1212 Market street.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.

FOR RENT.
House of eight rooms, with all modern improvements, on Edgington's Lane. There is one acre of ground with a lot of fruit. Five minutes' walk from motor car. Also large hall for rent. Apply at HUB CLOTHIERS, Fourteenth and Market streets.